

## The March of Events

MANY people of Hungary wanted Charles to return. Otherwise he could not land from an airplane and find himself at the head of a Hungarian army. The former Emperor was always popular in both Austria and Hungary. And ever since Hungary has been subjected to the despotism of Admiral Horthy and his savage White Terror some of the people have yearned for their King. If the prating about self-determination and government by consent of the governed had been really meant by the Allies, Charles would never have been driven from his throne and the Dual Monarchy would not have been dismembered and thrown to the wolves.

Simultaneously with the attempted coup of Charles the monarchist faction in Bulgaria procured the assassination of Dimitroff, Minister of War and real head of the government.

The program of the Bulgarian monarchists is to bring about the return of Ferdinand and consummate an alliance with the Turkish Nationalists in their war upon Greece.

The real outstanding features are the impossibility of keeping peace for any length of time between the factions and jealous small states which Russia and Germany and the Dual Monarchy formerly kept in order; the recrudescence of diplomatic intrigue and militarism, vainly supposed to have been abolished by the war; and, finally, the powerlessness of the Council of the League of Nations sitting in Geneva to hinder or to punish the contemptuous indifference with which the quarrelsome Balkan States treat its admonitions and orders.

General Diaz and Admiral Beatty are here in America. Marshal Foch has sailed from France. They are all welcome to our shores. But it is a revelation of real human nature that among the visitors coming to discuss Limitation of Armaments, the ones most loudly applauded are the military and naval commanders, who are the embodiment of the principle of armament.

As long as the masses look upon the military trade as something above industrial trade, and as long as war is sung and celebrated as something glorious and splendid, so long will the governments of the world continue to plot wars and to tax useful capital and labor in order to keep up the show and parade of unuseful and costly military establishments.

A British flight expert, Griffith Brewer, is trying to convince the Royal Aeronautical Society that Glenn Curtis did not fly with Professor Langley's original machine until after it had been altered in many ways. Curtis says that he flew with the machine precisely as it was when made by Langley. Curtis tells the truth, as witnesses know.

It would seem that Professor Langley had enough unjust treatment while he lived to make the task of assailing his rightful claim to the invention of the aeroplane, now that he is dead, both superfluous and contemptible.

The Portuguese revolution is a Pretorian Guard affair and a royalist coup. The people had no hand in it. One political faction outbid the other for the support of the soldiers, who thereupon shot the existing Cabinet to pieces and installed the new one. This is the third "revolution" in Portugal in the past nine months, during which time there have been seven Premiers. These affairs are bad for Portugal, but, fortunately, have no repercussion upon the rest of Europe.

## Truth About Rail Wages

THE locomotive engineers and firemen stuck to their engines during the war for \$4.25 per day, the pre-war rate, while unskilled laborers in other employments were being paid \$7 and \$8 per day. That was real patriotism and should not be forgotten at this time.

The propaganda put out in other newspapers by the railroad executives, purporting to show the wages now paid railroad employees, we are informed by a delegation of engineers and firemen, exaggerates the wages now earned by these skilled and faithful men.

There is not one first class passenger engineer in a hundred on any of the principal roads who earns over \$200 a month.

The engineers' pay is \$6.32 for a guaranteed day. But the work is done on the piece work system and the open-shop system.

The ostensible day is eight hours, with overtime pay. But the overtime rate of pay does not begin at the end of eight hours' work. It only begins after ten hours' work. So, as a matter of fact, the day is ten hours piece work at 79 cents an hour.

After ten hours overtime pay begins, but in that case, the rate of pay reverts to the minimum rate of \$5.92 per day, or 79 cents an hour.

The locomotive firemen are paid \$4.57 per day, or 57 cents per hour, but after ten hours' work they receive 56 cents an hour as overtime pay. This is effected by the same juggle of reverting to the minimum scale when reckoning overtime.

The locomotive firemen got \$2.50 a day during the war, the pre-war rate, and stuck to their jobs just as the engineers did, though every one of them could have earned two or three times as much in the shipyards or in private employment.

The prevalent opinion that the skilled railroad workers earn exorbitant wages is therefore based on exceptional cases, and has been created by the industrious propaganda of the railway managers.

The skilled railroad workers accepted the reduction of wages ordered last summer, though of all workers their wages were less increased last year, or not increased at all during our war.

They ran their trains faithfully day and night, hardly knowing how to keep their families decently on their meager pay—and they did it because the nation was at war and they wanted to do their part.

It is a cruel and brutal injustice to spread a propaganda of falsehood about men who thus uncomplainingly and bravely served their Government and their people at a time when the private owners of these railroads were insisting upon full return at maximum rates for the use of their property by the nation for war purposes.

Nothing is to be gained in this critical situation by misrepresenting the facts, and much may be gained by an honest effort to get the truth from both sides.

## To a Pair of Old Shoes

Recalling a Mountain Climb  
By Angela Morgan

YOU have outlived the dream.  
You have outlasted all  
Glamour and mist and gleam,  
Flash of a soul in thrall.  
Little I deemed it true—  
Wild was the hour, and glad—  
Oh, could the sight of you  
Summon the joy I had!

Earth was a fairy globe  
When the crest of the hill was found;  
Life was a luminous robe  
Wrapping us gently round.  
Why should the gods descend,  
Meeting two hearts in one,  
Seeing the shadowy end  
Ere happiness is done?

You have outlived the thrill—  
Your leather and cloth and strings—  
But once when I climbed a hill,  
You fitted my feet with wings!

## BETTER COME DOWN!



## THEY'RE HUMAN

BY William Atherton Du Puy

Out in Detroit, not long ago, I asked Henry Ford, the automobile manufacturer, for an interview. He said that he would be glad to see me the next morning.

"What time?" I asked.

"Make it 8 o'clock," he said.

All of which made it necessary for me to arise at the phenomenal hour of 6 o'clock in the morning at Detroit ten miles away, watch the sun rise over the city which calls itself dynamic, and hurry out to the plant at Dearborn, where the meeting was to take place.

I arrived a little before 8 and the manufacturer came in on the dot. He had, however, been down to his railroad shops, where he was working upon new designs for rolling stock, and had been mulling over some of these for two hours. I found that no surprise was occasioned about the Ford plants at any time of day or night if the big boss should suddenly appear.

Congressman Benjamin K. Focht of Pennsylvania, is called the mayor of Washington because he is chairman of the Committee on the District of Columbia of the House of Representatives. When he was a youngster he went to Baltimore to study pharmacy and worked in a drug store for practical experience. The druggist used to send him down to the cigar factory when his supplies of smokes ran low, and here young Focht found himself subjected to the influence of that trick of trade, the doubled order.

The cigar man would say that the supply of this particular brand was very low and that they probably would not be available when next needed. To protect the customer from running out of these cigars he would give him a double supply while they were in stock. Also he would fill the pockets of the druggist's boy with the best cigars in the house. Thus young Focht acquired a taste for expensive cigars which he has found it necessary to gratify through all the years that have intervened, often to his financial embarrassment.

D. R. Crisinger, Comptroller of the Currency, whom his friends from Marion call "Dick," has been forced to disgorge to the sum of \$300 a month for the rent of an apartment in Washington, an amount which he regards as extortionate.

Jimmie Sloan, for many years Secret Service man at the White House, old-time friend of Theodore Roosevelt, now sits down at the Shipping Board in the outer office of Chairman Lasker. He is in charge of personnel, which means that he is the man to whom a discharged employe tells his hardluck story. It is a sad task now, made up much more of firing than hiring.

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## Stars and Stripes

Little Things No. 6.  
Little golden circles  
That make a maid a wife.  
Also make the bridegroom  
Prisoner for life!

The man who calls his wife his storm and strife evidently overlooks the fact that all storms and strifes end some time.

It's the lawyer who gets the most of the "money" in alimony.

It is an ill wind and a darn powerful one that can take a girl's skirts any higher than they are today.

## K. MILLER

His Editorial On Imp Charles

FORMER Emperor Charles enjoyed a minute of sanity and tried to play Santa Claus to himself. The war-loving tax payers of Hungary turned the "Welcome" sign on the mat upside down and started honing their safety razors.

IMP Charles to the Hungarian populace is just as unnecessary as garlic in goulash. They refer to the Magyar subjects as populus because they are always popping loose from somewhere or something.

KARL is to be encoined to some "safe place outside of Europe." Right. If there are any cloistered spots where a guy's tonsils are safe from being sewed to a monkey, certainly they aren't on the wet side of the Atlantic.

ISSUING a self-engraved invitation to himself to hop back to the throne of his favorite birthplace, he grabbed the empress by the handle of her umbrella and started counting the flies to Budapest.

HE was met forty miles outside the city limits by representatives of the chamber of commerce, who went to warn him that he was taking his life in his own hands and to slip him the keys to the city.

WHEN he had officially accepted the night lachey in behalf of himself, the committee from the board of trade beat it back to town and changed the lock.

ON arriving at the city gates, Charles was so mad that he bit the hinges off with the Empress' brand new set of false dentistry.

ONCE inside, the pair were presented a bouquet of bombs, especially prepared by the Nitro Glycerine Society for Prevention of Cruelty to Former Kinks.

CHARLES accepted with thanks and gave self-starting ammunition to wife to hold for him while he slipped around the corner to answer a long distance call from Czar Nicholas.

## Ye TOWNE GOSSIP

Registered U. S. Patent Office.  
By K. C. B.

Dear K. C. B.—I am a waiter and was working at the Waldorf-Astoria Hotel. A guest made a complaint Wednesday evening to the head waiter and I got fired, but before he left the house he said to me, "Don't be afraid, for you wouldn't get fired." May I ask you to tell him in your column that I got fired. I thank you. LOUIS DEUES  
536 East 79th street  
New York City.

P. S.—I am reading your column since years.

MY DEAR Louis.

IF YOU'VE been reading.

FOR YEARS and years.

THIS STUFF of mine.

THEN IT must be.

YOU ARE my friend.

AND IT must follow.

I AM your friend.

AND AS I am.

THEN I must do.

WHAT I may do.

TO PROVE I am.

AND SEEKING this.

I HAVE to tell.

THAT ROY Carrouthers.

IS MY friend.

AND HE'S the boss.

AT YOUR hotel.

AND I'VE a plan.

THAT HE may prove.

HE IS my friend.

AND I suggest.

YOU CLIP this out.

AND TAKE it down.

TO THE bobbled young lady.

IN THE outer room.

AND JUST wait there.

TILL THE boss comes out.

AND SENDS you back.

TO THE head waiter fellow.

WHO FIRED you.

AND YOU can tell him.

THAT ALONG about Friday.

I'LL BE down to lunch.

AND I'LL ask for you.

I'LL BE shaved and everything.

AND WITH the boss.

AND IF by chance.

I ASK for the check.

DON'T GIVE it to me.

JUST SLIP it to him.

## GOOD BREEDING.

By J. J. MUNDY.

If you want to know whether a person is shamming or pretending to refinement and real culture, listen to the voice in anger or annoyance. The man or the woman who was born to command never says sarcastic things in a raucous voice.

All may aspire to command, a few reach the place who were not to the manner born; but the true and "bred in the bone" head of affairs is smoother when ruffled than the imitation when putting on the front supposed to be necessary to show authority.

So cultivate poise and understanding.

There is nothing so hard to stand of the criticism of a person who lacks good breeding.

You get what you expect of persons more often than you think. If you know exactly what is the right thing and expect only the right thing and do your part, more than likely you will get the best that is in the men or the women you have under you.

But remember the first "nasty" mean remark that you make, when you are disappointed, may mean the difference between success and failure.

Absolute control is characteristic of the men in high places who keep them permanently and keep going on and up the ladder.

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## Is the Ouija Board Making Mental Troubles in Washington?

By BILL PRICE.

Whether there is truth in a statement that the ouija board is adding patients to Washington asylums through disturbing influences upon District mentalities, students of mental phenomena will be interested in the fact that the board takes its name from the French word oui (yes) and the German word ja (yes). Its origin is somewhat obscure. Both the planchette and ouija, somewhat similar in appearance, date back to about 1855, and for a while were objects of considerable superstition. The planchette is a small board fitted with a pencil and two casters, made to move easily over a sheet of paper when the hands rest lightly on it. The dictionary says the ouija "is a form of planchette used in spiritualistic seances or the like. It consists of two parts, a board containing the alphabet and other characters, and a planchette, with a pointer substituted for the pencil."

Investigation of automatic writings fail to find that the two boards have any origin in the mysticisms of Egypt. One writer is of the opinion that the first attempt in ouijaing was made by a man on his wife's breadboard. The skeptical refer to the board as wholly a modern trick affair which has no connection with Eastern or other metaphysics.

Some of the noted spiritualists of the world make use of the ouija or planchette and carefully study the results. An able group of psychologists regard the ouija as a dangerous deception. Their theory is that the subconscious mind of the operator directs the fingers in such a way as to convey the information hoped for. The operator, they hold, is as innocent of this subconscious process as a sleep-walker is of what he is doing, and naturally puts a supernatural construction on the outcome.

Leading spiritualists and other believers in higher agencies than natural ones, confident that communication with the other world is not only established but is developing into an understanding that will glorify humanity, are willing to accept the ouija board or any other method of transmission that will add to the information they feel they now possess. Those of material minds, who deride all supernatural beliefs and theories, hold to the opinion that after every great war there is a wave of the occult in some form, and say that right now the ouija board happens to be the most popular man-made medium of bringing together terrestrial minds and celestial beings and thoughts.

## On Putting "Teeth" Into A Law

THERE is talk of putting "teeth" into the Esch-Cummins railroad law.

It evidently needs amendment.

But if surgical dentistry is to be practiced on this statute care should be taken to place the molars on both sides of the jaw.

It will not do to say that men who work on the railroads must obey the law while men who manage the railroads are left free to flout it.

It does not seem possible that, without a Constitutional amendment, a law can be made effective to deny to railway workers who wish for any reason to retire from employment the right to do so.

But if the public interest should be thought to require the attempt to outlaw strikes, then certainly the converse of this proposition should also be enacted—namely, railway managements should be required equally to respect the rulings of the Labor Board.

A good deal could be said in favor of even-handed regulation of transportation from the sole standpoint of the public welfare, convenience and necessity.

This would imply rates that the traffic could bear, wages and working conditions favorable to an American standard of living, and within these limits an open field for management by efficiency to earn a fair return on capital investment.

But it is a long way from this to what we see in the existing crisis.

Today the rates are so high that they prevent traffic, management is contumacious of law and bent on destroying the morale of labor, and the workers threaten strike because they lack confidence in a peaceful solution which will not assess upon them the entire cost of deflation.

